

## **CITY COUNCIL STUDY SESSION ITEM**

### **SUBJECT:**

East Link: Selection of Cost Saving Options.

### **STAFF CONTACT:**

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### **POLICY ISSUES:**

Memorandum of Understanding/Collaborative Design Process:

- The City and Sound Transit entered into a Memorandum of Understanding (MOU) in November 2011 that defines City contributions to a downtown light rail tunnel.
- The MOU also provides the basis for a Collaborative Design Process (CDP) that was further defined and agreed to in January 2012. The CDP provides the mechanism for the City and Sound Transit to jointly advance the design of the East Link Project through the 60% design phase and identify cost savings to offset part of the City's tunnel funding contribution.
- Throughout 2012, Council identified and narrowed cost savings options for design refinement and impact analysis in a joint agency work plan. On April 22, Council will be asked to identify which cost saving options, if any, should be incorporated into the East Link alignment. Making a final decision on the cost saving options will establish the final East Link alignment, leading to certainty to the community, the efficient use of final design and staff resources, and allow for initiation of private property acquisitions.
- Per the MOU, changes to the alignment require approval of both the Bellevue City Council and Sound Transit Board of Directors, otherwise the MOU alignment will advance into final design.

### **DIRECTION NEEDED FROM COUNCIL:**

☒ Action  
☒ Discussion  
☒ Information

Council is asked for direction on which cost saving options should be incorporated in the East Link alignment. On April 25, the Sound Transit Board will make a final selection of any cost saving options to incorporate into the Project, in order to continue advancement of the Project

consistent with the final design schedule and allow for initiation of property acquisitions, as discussed by Council in late February. The final agreed cost savings options will lead to related changes to the existing MOU and Transit Way Agreement.

City staff will support continued discussion of the cost saving options, including providing responses to questions raised on April 15, and seek Council action on a resolution identifying preferred cost saving options.

## **BACKGROUND/ANALYSIS:**

### **Cost Saving Work Plan**

The City and Sound Transit have worked since early 2012 to identify and evaluate potential cost savings measures that hold promise to reduce the cost of the East Link Project. This effort is consistent with the MOU, the subsequent CDP, and Council direction. A particular focus of the cost savings effort has been to reduce overall East Link Project costs in Bellevue in order to reduce or eliminate the City's contingent \$60 million tunnel funding contribution, as detailed in the MOU.

In Spring 2012, the City and Sound Transit identified a range of potential cost savings options for consideration by the community, City Council, and Sound Transit Board. After extensive public engagement, the City Council and Sound Transit Board identified a subset of cost saving ideas for further advancement and clarified the design objectives to be pursued for each area. This direction is contained in the Sound Transit and City of Bellevue Cost Savings Work Plan (Attachment A).

In Fall 2012, City and Sound Transit staff presented the findings of this work plan, including more advanced design on the selected cost savings ideas, a preliminary screen of environmental impacts, and Rough Order of Magnitude (ROM) cost estimates for each of the cost savings ideas. This analysis is contained in the *Cost Savings Work Plan Findings Advancement of Options September 2012 Report* which is available online at: <http://projects.soundtransit.org/Projects-Home/East-Link-Project.xml>. In late October, the City Council and Sound Transit Board narrowed the cost savings options to be advanced for further analysis (Attachment B).

Since then, Sound Transit has continued to advance final design on the cost saving options and prepared an Environmental Impact Statement (EIS) Addendum to evaluate the environmental impacts and mitigation associated with the cost saving options. This document is available online at: <http://www.soundtransit.org/x6887.xml>.

### **Cost Saving Options for Consideration**

Below is a list of the cost saving options for consideration and cost saving ranges:

<b>Cost Saving Choices</b>	<b>Estimated Savings</b>
Bellevue Way	
Shift Bellevue Way West with HOV Lane	\$5-8M savings (assumes \$11M City contribution for HOV lane)
Bellevue Way MOU Alignment	Baseline
112 <sup>th</sup> Road over Rail	
SE 4 <sup>th</sup> At-grade	\$2-4M savings
SE 4 <sup>th</sup> Retained cut	(\$6-11M) increase
Downtown Station	
PE Optimized Station	\$6-10M savings
NE 6 <sup>th</sup> Station	\$19-33M savings
Engineering "Just Take It" Ideas	\$9-16M savings

### Public Engagement

A public open house was held on April 3 to share the findings of the EIS Addendum and the designs for the cost saving options and to seek feedback from the community. Neighborhoods, downtown interests, and other stakeholders were also briefed on the findings of the analysis. A draft summary report on the outreach effort was provided to Council on April 15. The final report will be posted to the Sound Transit East Link Project webpage (<http://www.soundtransit.org/Projects-and-Plans/East-Link-Extension>) once complete.

Next Steps: Identification of Cost Saving Options to be Incorporated into the East Link Project  
In April, the City Council and Sound Transit Board are asked to identify those options, if any, that the agencies believe meet the shared project goals and should be incorporated into the East Link Project.

Identifying cost saving options to be incorporated into the Project by the end of April is a critical step to advancing the East Link Project and allowing Sound Transit to maintain the final design schedule. This decision will set the final alignment and provide certainty to the community, particularly by allowing Sound Transit to proceed with early residential property acquisitions, as agreed to during the consideration of the light rail Land Use Code amendment in February.

As part of the MOU, Council adopted an alignment with Sound Transit, pending the environmental analysis of the 112<sup>th</sup> Avenue SE design and cost saving process. This alignment, other than the City requested 112<sup>th</sup> Avenue SE modifications, is reflected in the MOU Exhibit C East Link Project Description. City and Sound Transit agreement to incorporate any cost saving options into the East Link alignment will require a change to the MOU Project Description and a related change to the Transit Way Agreement.

### Bellevue Way HOV Lane Project

Council has directed staff to include the Bellevue Way HOV project in the package of improvements for a programmatic-level environmental analysis in the Transportation Facilities Plan (TFP) environmental impact statement (EIS). The Draft TFP EIS was published on April 11, which begins a 30-day comment period. The final TFP EIS is anticipated to be published in mid-June, which would allow Council to adopt the TFP and amend the CIP to add the Bellevue Way HOV lane as a stand-alone project. The East Link CIP has approximately \$1.5M available to fund further design and environmental analysis of the Bellevue Way HOV Lane if Council

were to add it to the CIP as a stand-alone project.

Should Council wish to continue to advance the cost saving option above, Council could provide direction to advance the Shift Bellevue Way alignment option, with the intent to jointly implement the HOV lane, pending completion of the environmental review process. In June, if Council adopts the Bellevue Way HOV lane into the City's CIP, the cost saving design and HOV lane would continue to advance for joint implementation. No final decision to include the Bellevue Way HOV lane in the TFP, or to construct the Bellevue Way HOV lane, will be made until after the EIS process is complete in June.

#### April Decision

On April 1, Sound Transit presented the findings of the East Link Environmental Impact Statement (EIS) Addendum regarding the cost saving options identified for environmental analysis in October 2012. The City's acoustical consultant presented a peer review of the noise and vibration analysis in the EIS Addendum.

On April 8, City and Sound Transit staff responded to questions about the noise analysis from the April 1 meeting, provided a report on outreach efforts and input from the community, reviewed the analysis of the need for, and impacts of, a proposed HOV lane on Bellevue Way, and presented a recommendation by the joint CDP Steering Committee on which cost savings ideas to incorporate into the East Link Project. This recommendation was based on the choices offered within the framework of the work plan, the project goals articulated in the CDP Management Plan, the available technical information, the findings of the EIS addendum, and input from the community. Ultimately, the identification of cost saving options to be incorporated into the project presents significant policy choices for the City Council and Sound Transit Board.

On April 15, staff provided responses to questions asked at the April 8 meeting and a public hearing on the cost saving options was held.

Staff will support continued discussion of the cost saving options, including providing additional noise analysis in response to Council questions on April 15, and requests Council action on one of the proposed resolutions.

#### Resolution

Attached are two resolutions for Council consideration. In both resolutions, Section 1 lists the alignment options, MOU or cost saving options as appropriate, for Council selection.

Version A authorizes the City Manager to execute an amendment to the Umbrella MOU and Transit Way agreement consistent with Section 1 and 2, if appropriate, of the resolution. Version B directs the City Manager to develop an amendment to the Umbrella MOU and Transit Way Agreement consistent with Section 1 and 2, if appropriate, of the resolution, to be presented to the Council for final action. The final alignment will be established by either resolution. Version B allows Council the opportunity to review the specific revisions to the Umbrella MOU and Transit Way agreement.

On April 15, concern was expressed about the language "general profile" in Section 5 of the draft resolution. "General profile" is the language used in the Transit Way Agreement and is intended to reference the vertical configuration (retained cut, tunnel, at-grade, elevated) of the light rail line along segments of the alignment. Modifications from the general profile would not

be allowed without Council approval, nor are rights to City right-of-way granted for a profile inconsistent with the general vertical configuration (retained cut, tunnel, at-grade, elevated) described in the MOU (as modified by cost savings options selected by the Council). Height above grade is generally limited by the Land Use Code, which requires the facility to meet land use district heights unless Council has approved an increase.

In the areas where maximum height is allowed to go above the limit in the Land Use district, through the permitting process Sound Transit must demonstrate that the height is the minimum necessary for the effective functioning of the facility, and the CAC will weigh in on the appropriate visual mitigation for over-height elements designed to minimize the impact of the increased heights.

Tonight, Council is being asked to provide direction on which cost saving options should be incorporated in the East Link alignment. On April 25, the Sound Transit Board will make a final selection of any cost saving options to incorporate into the Project in order to continue advancement of the Project consistent with the final design schedule and allow for initiation of property acquisitions, as discussed by Council in late February. The final agreed cost savings options will lead to related changes to the existing MOU and Transit Way Agreement.

### **OPTIONS**

1. Select a draft resolution, provide direction on the options presented in Section 1 of the resolution, and take action on the resolution.
2. Provide alternative direction to staff.

### **RECOMMENDATION**

Select a draft resolution, provide direction on the options presented in Section 1 of the resolution, and take action on the resolution.

### **MOTION**

1. Move to select a Draft Resolution (Version A or B).
2. Move to select a Bellevue Way option for the final resolution.
3. Move to select a 112<sup>th</sup> Avenue SE North of Crossover option for the final resolution.
4. Move to select a Downtown Station option for the final resolution.
5. Move to approve the final Resolution reflecting the cost saving options selected previously.

### **ATTACHMENTS:**

- A. Sound Transit Board Motion M2012- 41 (Sound Transit and City of Bellevue Cost Savings Work Plan – June 2012)
- B. Sound Transit Board Motion M2012-76 (Sound Transit and City of Bellevue Cost Savings Work Plan – October 2012)
- C. Draft Resolution Version A No. 8576
- D. Draft Resolution Version B No. 8576



## **MOTION NO. M2012-41**

A motion of the Board of the Central Puget Sound Regional Transit Authority endorsing the Sound Transit and City of Bellevue Cost Savings Work Plan for the East Link Project attached as Exhibit A.

### **BACKGROUND:**

East Link is a project to expand light rail to East King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, south Bellevue, downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Revenue service to the Overlake Transit Center is forecast for 2023.

On November 15, 2011, the City of Bellevue and Sound Transit executed a Memorandum of Understanding (MOU) for the funding and construction of the Board-adopted downtown Bellevue tunnel alignment. Under the MOU, the City and Sound Transit are engaged in a collaborative design process to identify potential modifications for the section of East Link located within the city limits to achieve the shared goals of reducing costs and delivering a high quality project.

In early 2012, Sound Transit and the City generated ideas that could contribute to the goal of reducing project costs. These cost reduction concepts were then assessed by a Peer Review Panel. In April the concepts having the greatest potential to both save costs and meet project objectives were presented to the Sound Transit Board, the Bellevue City Council, and the public at the first of two open houses.

On June 5, 2012 Sound Transit and the City of Bellevue published a Draft Cost Savings Report and held a second public open house. Sound Transit and City staff also provided numerous stakeholder briefings throughout April, May, and June. Through the public involvement process, over 350 comments were received. As a result of public involvement, an additional cost savings concept was developed for 112<sup>th</sup> Avenue SE.

The Draft Cost Savings Report and public involvement process focused on those ideas which represent a potential change to the project description contained in the MOU between the City and Sound Transit. Sound Transit and the City also identified cost savings ideas which generally will not affect the configuration of the East Link light rail system or its operational impacts and are within the administrative discretion of project staff.

Following consideration of the Draft Cost Savings Report and public comments, the City and Sound Transit, through the MOU's Collaborative Design Process, developed a Cost Savings Work Plan attached as Exhibit A.

The joint work plan identifies cost savings ideas for further development. Advancement of the Cost Savings Work Plan does not constitute a final decision, and in no way alters the East Link Project as approved by the Sound Transit Board and reflected in the Record of Decision issued by the Federal Transit Administration and the Federal Highway Administration. The work plan identifies cost savings ideas for further development and is an indication that the ideas have sufficient merit to continue to invest resources for further review. The next phase of review, including additional engineering design and impact and mitigation analysis consistent with requirements under NEPA and SEPA, will occur in the latter half of 2012 and into 2013.

## Sound Transit and City of Bellevue Cost Savings Work Plan

This joint work plan identifies Cost Savings ideas for further development. It is not a final decision, and in no way alters the East Link Project as approved by the Sound Transit Board and reflected in the Record of Decision issued by the Federal Transit Administration and the Federal Highway Administration, but rather is an indication that the ideas have sufficient merit to continue to invest resources to review. The next phase of review, including additional engineering design and impact and mitigation analysis consistent with requirements under NEPA and SEPA, will occur in the latter half of 2012 and into 2013.

A final decision to incorporate any one or more of these Cost Savings Ideas into East Link would not occur until this additional review is complete; and only after the Sound Transit Board and the City Council determine, in light of the cost savings available and the impacts on the Project and surrounding neighborhoods (including ridership, system impacts, noise, traffic and visual impacts) that these Cost Savings Ideas are consistent with the shared Project goals.

### Winters House

*Advance for further development options that replace the retained cut by the Winters House with an at-grade light rail alignment.*

Design options: If the City Council in July 2012 decides to include a Bellevue Way HOV lane in the City's Transportation Facilities Plan environmental review and continues to make progress towards implementation, then study shifting Bellevue Way west with the cost of the project addressed as set forth in Section 7.2 of the MOU (Idea 1a). If not, then study relocating the Winters House. (Idea 1b)

Other design considerations:

- Noise and visual mitigation for increased length of above grade guideway
- Reduce the added length of elevated guideway
- Optimize the access location for the blueberry farm and Winter's House
- If alternative 1a advances, it should include an HOV lane

Advantages to this approach:

- Lower cost and risk
- Better LRT profile for operations
- Potentially overall reduction in cost and construction impacts for the City and Sound Transit if Bellevue Way HOV lane and LRT construction properly sequenced

### 112th

*Advance for further development an at-grade alignment the length of 112<sup>th</sup> with a crossing from the east to the west-side at SE 15<sup>th</sup> below a new road overpass (Idea 2b). No further development of the MOU option of an elevated fly-over at SE 15<sup>th</sup> and to the extent possible the retained cut at SE 4<sup>th</sup>.*

Design options: Continue to study location for optimal access to the Surrey Downs neighborhood including options from 112<sup>th</sup> which do not require a gated crossing with bells.

Other Design considerations:

- Work with the community on a package of changes in park use, neighborhood traffic control, other measures to mitigate change in access

- Reduce the height of the reconstructed 112th Ave SE over light rail by depressing light rail tracks to the extent prudent given soil conditions
- Use landscaping to screen the road overpass and LRT
- Noise mitigation for at-grade LRT
- Evaluate pedestrian access to the E. Main Station from the neighborhood and kiss-and-ride access from 112th

**Advantages to this approach:**

- Responds to Leadership Group criteria for 112<sup>th</sup> with respect to cost, visual, noise, and avoidance of retained cut
- Lower cost and risk
- Provides grade separated LRT operations

**Downtown Station**

*Advance for further development both a Tunnel Station and the NE 6<sup>th</sup> Station to refine and better distinguish the difference in potential cost savings.*

**Design issues to examine with Tunnel Station:**

- Optimize configuration to minimize impacts to surface traffic while retaining entrances north and south of NE 4<sup>th</sup>
- May involve stacked tunnel with one entrance setback from street and mitigation for loss of turn pocket south of NE 4<sup>th</sup> or further optimization of PE design with mezzanine

**Design issues to examine with NE 6<sup>th</sup> Station:**

- Reach agreement on impacts to City Hall and damages payment prior to further design
- Determine acceptability of design deviation (curve at 110<sup>th</sup>/NE 6<sup>th</sup>)

**Advantages to this approach:**

- Allows limited additional time to vet actual cost differences. Relocating the Station to NE 6<sup>th</sup> should only be advanced further if it has substantially more savings as it has operational and ridership impacts.



A final decision to incorporate any one or more of these cost savings ideas into the East Link Project would not occur until this additional review is complete; and only after the Sound Transit Board determines that these cost savings ideas are consistent with the project goals. Cost savings ideas will be evaluated in light of the cost savings available and the impacts on the project and surrounding neighborhoods (including ridership, system impacts, noise, and traffic and visual impacts).

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority to endorse the Sound Transit and City of Bellevue Cost Savings Work Plan attached as Exhibit A.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 28, 2012.

  
Julia Patterson  
Board Vice Chair

ATTEST:

  
Marcia Walker  
Board Administrator



## **MOTION NO. M2012-76**

A motion of the Board of the Central Puget Sound Regional Transit Authority endorsing cost savings ideas for further feasibility analysis for the East Link Extension project within the City of Bellevue.

### **BACKGROUND:**

East Link extends light rail to east King County via I-90 from downtown Seattle to downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The East Link project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011. Revenue service between Seattle and the Overlake Transit Center is forecast for 2023.

In early 2012, Sound Transit and the City of Bellevue generated ideas for reducing project costs. These cost reduction concepts were then assessed by a Peer Review Panel. In April, the ideas having the greatest potential to save costs and meet project objectives were presented to the Sound Transit Board, the Bellevue City Council, and the public at the first of two open houses. On June 5, 2012 Sound Transit and the City of Bellevue published a Draft Cost Savings Report and held a second public open house.

Following consideration of the Draft Cost Savings Report and public comments, the City of Bellevue and Sound Transit endorsed a joint Cost Savings Work Plan of ideas for further development. On September 27, 2012 Sound Transit and the City of Bellevue published a Cost Savings Work Plan Findings Report. Sound Transit and City staff held drop-in sessions and numerous stakeholder briefings to discuss the findings of the work plan with members of the public.

Following consideration of the work plan findings and public comments, a Steering Committee comprised of Sound Transit's East Link Senior Management and key City of Bellevue Department Directors, prepared Cost Savings Recommendations for consideration by the Sound Transit Board and the Bellevue City Council. The Steering Committee's recommendation considered the Cost Savings Work Plan Findings criteria of cost, light rail operations, ridership, traffic, vehicle access, pedestrian access, noise and vibration, visual, property impacts, wetlands, park lands, and historic properties, along with schedule risk, quality, urban design, and a 100 year perspective.

In addition to the Steering Committee recommendations regarding Cost Savings Ideas, the MOU directs evaluation of certain City requested design changes on 112th Avenue SE identified in 2011. The Steering Committee and City Council recommend no further development of one of these changes—an elevated light rail fly-over on 112th Avenue SE at SE 15th. The other changes will continue to be evaluated, including a retained cut under SE 4th.

Advancement of the cost savings ideas for further analysis is not a final decision, and does not alter the East Link Extension as approved by the Board and reflected in the Records of Decision issued by the Federal Transit Administration and the Federal Highway Administration. Rather, advancing cost savings ideas is an indication of sufficient merit for continued review. The next phase of review, including additional engineering design, and impact and mitigation analysis consistent with requirements under NEPA and SEPA, will occur in late 2012 and into 2013. A final

decision to incorporate any cost savings idea into the East Link Extension would not occur until the NEPA and SEPA review is complete.

Cost Savings Idea 1a

Shift Bellevue Way West to allow space for at-grade LRT in front of Winters House and a proposed City of Bellevue HOV Lane. The City of Bellevue HOV lane continues an HOV lane north from the main entrance of the South Bellevue Station to the Bellevue Way and 112th Ave "Y" intersection.

Cost Saving Idea 2b.1

Raise the 112th Avenue Roadway over an at-grade alignment of light rail in the vicinity of SE 15th Street so that light rail passes under the road rather than elevated over the road. From SE 15th, light rail continues at-grade to the East Main Station with emergency only access at SE 4th. Access options to the Surrey Downs neighborhood will continue to be evaluated with the City.

Cost Saving Idea 3c

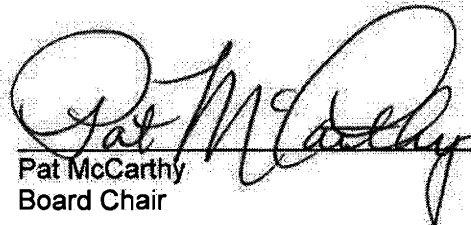
Moves the Downtown Bellevue Station out of the tunnel to NE 6th. Access to the station is provided from an entrance on the City Hall plaza. Alignment and access improvements will be evaluated as design progresses.

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the following cost savings ideas from the September 27, 2012 Cost Savings Work Plan Findings report for the East Link Extension project within the City of Bellevue, are endorsed for further feasibility analysis:

- o 1a – Shift Bellevue Way West to Allow Space for At-Grade LRT in Front of Winters House and a Proposed City of Bellevue HOV Lane.
- o 2b.1 – Raise 112th Avenue SE Alignment over At-Grade Light Rail with emergency only access at SE 4<sup>th</sup>. Access options to the Surrey Downs neighborhood will continue to be evaluated with the City.
- o 3c – Relocate the Downtown Bellevue Station to NE 6th Street.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 25, 2012.

  
Pat McCarthy  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator

**Version A – authorizes City Manager to execute amendments****CITY OF BELLEVUE, WASHINGTON****RESOLUTION NO. 8576-A**

A RESOLUTION related to Sound Transit's East Link light rail project identifying the City of Bellevue's preferred Cost Savings options modifying the East Link project; authorizing the City Manager or his designee to execute amendments to the Umbrella Memorandum of Understanding with Sound Transit consistent with the City's preferred Cost Savings options; authorizing the City Manager or his designee to execute amendments to the Transit Way Agreement with Sound Transit consistent with the City's preferred Cost Savings options; and approving the East Link project alignment, as modified by the City's preferred Cost Savings options for the purposes of the Light Rail Overlay District, Part 20.25M, of the Bellevue Land Use Code.

WHEREAS, the City and Sound Transit entered into the Umbrella Memorandum of Understanding for Intergovernmental Cooperation between the City of Bellevue and the Central Puget Sound Regional Transit Authority for the East Link Project dated November 15, 2011 (the "Umbrella MOU"); and

WHEREAS, the City and Sound Transit executed the Transit Way Agreement between the City of Bellevue and the Central Puget Sound Regional Transit Authority for the East Link Project dated November 15, 2011 (the "Transit Way Agreement"), and

WHEREAS, among other provisions, the Umbrella MOU included general support for the East Link alignment as described in Exhibit C to the Umbrella MOU, with certain City Requested Modifications; and

WHEREAS, the Umbrella MOU further outlined City financial contributions for the East Link Project and a framework for reducing certain portions of the City Contingent Contribution if cost savings could be accomplished and realized at the time of Project Baseline Budget; and

WHEREAS, the City and Sound Transit agreed to a collaborative process for design and development of East Link, including a collaborative process for identifying potential significant project cost savings, which collaborative process is generally described in the East Link Collaborative Design Process Management Plan; and

WHEREAS, on June 15, 2012 the Bellevue City Council endorsed the Sound Transit and City of Bellevue Cost Savings Work Plan (Draft) ("Cost Savings Work Plan"), which, among other potential cost savings alternatives included potential modifications to the Project described in Exhibit C of the Umbrella MOU and/or the City Requested Modifications as follows (all references as described in the Cost Savings Work Plan):

- Replace the retained cut by the Winters House with an at-grade light rail alignment, including a shift to the west and a City project to widen Bellevue Way by adding an inside southbound HOV lane from approximately the "Y" of Bellevue Way and 112<sup>th</sup> Avenue SE to the South Bellevue Park & Ride and adding an outside shoulder (Idea 1a);

**Version A – authorizes City Manager to execute amendments**

- Replace the Umbrella MOU City Requested Modification of a light rail fly-over of 112<sup>th</sup> Avenue SE in the approximate location of SE 15<sup>th</sup> with the “road over rails” option of a new 112<sup>th</sup> Avenue SE overpass and light rail crossing under the overpass at grade;
- Replace the Umbrella MOU City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, optimizing the location for access to the Surrey Downs neighborhood minimizing or eliminating the use of gated crossings with bells;
- Further evaluate multiple alternatives for the Downtown light rail station:
  - Optimizing the configuration of the tunnel station generally described in the Umbrella MOU while minimizing impacts to surface traffic and maintaining station entrances both north and south of NE 4<sup>th</sup> Street ;
  - Move the Downtown station to NE 6<sup>th</sup> above grade (Idea 3c).

WHEREAS, on October 22, 2012 the Bellevue City Council approved a letter to the Sound Transit Board confirming those options from the Cost Savings Work Plan and from the City Requested Modifications described in the Umbrella MOU that should be evaluated through the environmental review process; and

WHEREAS, on March 26, 2013 Sound Transit completed and published the East Link Extension 2013 SEPA Addendum evaluating the modifications endorsed in the Cost Savings Work Plan as narrowed in October, 2012 and including certain City Requested Modifications from the Umbrella MOU; and

WHEREAS, on April 11, 2013 the City of Bellevue published the Draft Environmental Impact Statement on the City’s Transportation Facilities Plan, which includes evaluation to widen Bellevue Way by adding an inside southbound HOV lane from approximately the “Y” of Bellevue Way and 112<sup>th</sup> Avenue SE to the South Bellevue Park & Ride and adding an outside shoulder (the “Bellevue Way HOV Lane”) consistent with the joint project outlined in the Cost Savings Work Plan; and

WHEREAS, the City of Bellevue held a public hearing on the final Cost Savings options and this resolution on April 15, 2013 pursuant to notice consistent with the Council rules of procedure; now, therefore:

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Bellevue City Council endorses the following Cost Savings options for inclusion in the East Link project:

***Bellevue Way (select one for final resolution):***

- Retain the alignment as described in Exhibit C to the Umbrella MOU (“trench in front of Winters’ House”) [or]
- Replace the trench with an at-grade alignment shifted west, and (subject to completion of the environmental review process on the City’s Transportation Facilities Plan and a separate Council action following completion of such review to include the Bellevue Way HOV Lane project in the TFP) jointly pursue further design and possible construction of the Bellevue Way HOV Lane (Idea 1a).

**Version A – authorizes City Manager to execute amendments**

**112<sup>th</sup> Avenue SE Road over Rail:**

- Replace the City Requested Modification of a light rail fly-over of 112<sup>th</sup> Avenue SE in the approximate location of SE 15<sup>th</sup> with the “road over rails” option of a new 112<sup>th</sup> Avenue SE overpass and light rail crossing under the overpass at grade (Idea 2b)

**112<sup>th</sup> Avenue SE north of Crossover (select one for final resolution):**

- Approve the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE crossing under SE 4<sup>th</sup> Street [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at-grade crossing of SE 4<sup>th</sup> Street, which will remain open for general access into the Surrey Downs neighborhood from 112<sup>th</sup>, restricted to “right-in/right-out” access, without bells on crossing gates, but including audible pedestrian warnings [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at-grade crossing of SE 4<sup>th</sup> Street with controlled access allowing for emergency vehicle access only into the Surrey Downs neighborhood from 112<sup>th</sup> [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at-grade crossing of SE 4<sup>th</sup> Street with controlled access allowing for emergency vehicle access only on SE 4<sup>th</sup> Avenue SE and developing an alternative access into the Surrey Downs neighborhood from 112<sup>th</sup> Avenue SE through Bellefield Residential Park

**Downtown Station (select one for final resolution):**

- Retain the downtown tunnel station, as described in Exhibit C to the Umbrella MOU, optimized as described in the Cost Savings Work Plan and EIS Addendum
- Replace the below-grade Downtown station with a Downtown station with an above-grade station parallel to NE 6<sup>th</sup> (NE 6<sup>th</sup> Station Option)

**Section 2 [Note: only if Bellevue Way alignment includes HOV lane].**

The endorsement of modifications to the East Link project along Bellevue Way as described in Section 1 above is not a final Council decision on the Bellevue Way HOV Lane project evaluated in the Draft TFP EIS. No final action on the Bellevue Way HOV lane will be taken until completion of the environmental review process for the City’s Transportation Facilities Plan.

Section 3. The City Manager or his designee is hereby authorized to execute an amendment to the Umbrella MOU with Sound Transit to modify Exhibit C of the Umbrella MOU consistent with Section 1 [or Sections 1 and 2, if appropriate] above and to acknowledge completion of the process outlined in Article 5 of the Umbrella MOU for evaluation of City Requested Modifications.

Section 4. The City Manager or his designee is hereby authorized to execute an amendment to the Transit Way Agreement consistent with Section 1 [or Sections 1 and 2, if appropriate] above.

Section 5. For purposes of Section 20.25M.030.A.1.a and 20.25M.040.B.1.a of the Bellevue Land Use Code, this Resolution approves the alignment location and general profile

**Version A – authorizes City Manager to execute amendments**

of the East Link project as such alignment location and general profile is described in Exhibit C to the MOU and modified by Section 1 of this Resolution.

PASSED by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2013, and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

(SEAL)

\_\_\_\_\_  
Conrad Lee  
Mayor

Attest:

\_\_\_\_\_  
Myrna L. Basich, City Clerk

DRAFT

**Version B – directs the City Manager to develop amendments for subsequent Council action**

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 8576 B

A RESOLUTION related to Sound Transit's East Link light rail project identifying the City of Bellevue's preferred Cost Savings options modifying the East Link project; directing the City Manager or his designee to develop amendments to the Umbrella Memorandum of Understanding with Sound Transit consistent with the City's preferred Cost Savings options; directing the City Manager or his designee to develop amendments to the Transit Way Agreement with Sound Transit consistent with the City's preferred Cost Savings options; and approving the East Link project alignment, as modified by the City's preferred Cost Savings options for the purposes of the Light Rail Overlay District, Part 20.25M, of the Bellevue Land Use Code.

WHEREAS, the City and Sound Transit entered into the Umbrella Memorandum of Understanding for Intergovernmental Cooperation between the City of Bellevue and the Central Puget Sound Regional Transit Authority for the East Link Project dated November 15, 2011 (the "Umbrella MOU"); and

WHEREAS, the City and Sound Transit executed the Transit Way Agreement between the City of Bellevue and the Central Puget Sound Regional Transit Authority for the East Link Project dated November 15, 2011 (the "Transit Way Agreement"), and

WHEREAS, among other provisions, the Umbrella MOU included general support for the East Link alignment as described in Exhibit C to the Umbrella MOU, with certain City Requested Modifications; and

WHEREAS, the Umbrella MOU further outlined City financial contributions for the East Link Project and a framework for reducing certain portions of the City Contingent Contribution if cost savings could be accomplished and realized at the time of Project Baseline Budget; and

WHEREAS, the City and Sound Transit agreed to a collaborative process for design and development of East Link, including a collaborative process for identifying potential significant project cost savings, which collaborative process is generally described in the East Link Collaborative Design Process Management Plan; and

WHEREAS, on June 15, 2012 the Bellevue City Council endorsed the Sound Transit and City of Bellevue Cost Savings Work Plan (Draft) ("Cost Savings Work Plan"), which, among other potential cost savings alternatives included potential modifications to the Project described in Exhibit C of the Umbrella MOU and/or the City Requested Modifications as follows (all references as described in the Cost Savings Work Plan):

- Replace the retained cut by the Winters House with an at-grade light rail alignment, including a shift to the west and a City project to widen Bellevue Way by adding an inside southbound HOV lane from approximately the "Y" of Bellevue Way and 112<sup>th</sup>



**Version B – directs the City Manager to develop amendments for subsequent Council action**

- Avenue SE to the South Bellevue Park & Ride and adding an outside shoulder (Idea 1a);
- Replace the Umbrella MOU City Requested Modification of a light rail fly-over of 112<sup>th</sup> Avenue SE in the approximate location of SE 15<sup>th</sup> with the “road over rails” option of a new 112<sup>th</sup> Avenue SE overpass and light rail crossing under the overpass at grade;
  - Replace the Umbrella MOU City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, optimizing the location for access to the Surrey Downs neighborhood minimizing or eliminating the use of gated crossings with bells;
  - Further evaluate multiple alternatives for the Downtown light rail station:
    - Optimizing the configuration of the tunnel station generally described in the Umbrella MOU while minimizing impacts to surface traffic and maintaining station entrances both north and south of NE 4<sup>th</sup> Street ;
    - Move the Downtown station to NE 6<sup>th</sup> above grade (Idea 3c).

WHEREAS, on October 22, 2012 the Bellevue City Council approved a letter to the Sound Transit Board confirming those options from the Cost Savings Work Plan and from the City Requested Modifications described in the Umbrella MOU that should be evaluated through the environmental review process; and

WHEREAS, on March 26, 2013 Sound Transit completed and published the East Link Extension 2013 SEPA Addendum evaluating the modifications endorsed in the Cost Savings Work Plan as narrowed in October, 2012 and including certain City Requested Modifications from the Umbrella MOU; and

WHEREAS, on April 11, 2013 the City of Bellevue published the Draft Environmental Impact Statement on the City's Transportation Facilities Plan, which includes evaluation to widen Bellevue Way by adding an inside southbound HOV lane from approximately the “Y” of Bellevue Way and 112<sup>th</sup> Avenue SE to the South Bellevue Park & Ride and adding an outside shoulder (the “Bellevue Way HOV Lane”) consistent with the joint project outlined in the Cost Savings Work Plan; and

WHEREAS, the City of Bellevue held a public hearing on the final Cost Savings options and this resolution on April 15, 2013 pursuant to notice consistent with the Council rules of procedure; and

WHEREAS, the City of Bellevue intends to execute amendments to the Umbrella MOU and Transit Way Agreement consistent with this Resolution upon completion of the Sound Transit Board's determination of the final East Link alignment so long as such alignment is consistent with the alignment described in the Umbrella MOU, as modified by this Resolution now, therefore:

**THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. The Bellevue City Council endorses the following Cost Savings options for inclusion in the East Link project:

**Version B – directs the City Manager to develop amendments for subsequent Council action**

***Bellevue Way (select one for final resolution):***

- Retain the alignment as described in Exhibit C to the Umbrella MOU (“trench in front of Winters’ House”) [or]
- Replace the trench with an at-grade alignment shifted west, and (subject to completion of the environmental review process on the City’s Transportation Facilities Plan and a separate Council action following completion of such review to include the Bellevue Way HOV Lane project in the TFP) jointly pursue further design and possible construction of the Bellevue Way HOV Lane (Idea 1a).

***112<sup>th</sup> Avenue SE Road over Rail:***

- Replace the City Requested Modification of a light rail fly-over of 112<sup>th</sup> Avenue SE in the approximate location of SE 15<sup>th</sup> with the “road over rails” option of a new 112<sup>th</sup> Avenue SE overpass and light rail crossing under the overpass at grade (Idea 2b)

***112<sup>th</sup> Avenue SE north of Crossover (select one for final resolution):***

- Approve the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE crossing under SE 4<sup>th</sup> Street [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at grade crossing of SE 4<sup>th</sup> Street, which will remain open for general access into the Surrey Downs neighborhood from 112<sup>th</sup>, restricted to “right-in/right-out” access, without bells on crossing gates, but including audible pedestrian warnings [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at-grade crossing of SE 4<sup>th</sup> Street with controlled access allowing for emergency vehicle access only into the Surrey Downs neighborhood from 112<sup>th</sup> [or]
- Replace the City Requested Modification of a trench along the west side of 112<sup>th</sup> Avenue SE with an at-grade alignment, allowing for an at-grade crossing of SE 4<sup>th</sup> Street with controlled access allowing for emergency vehicle access only on SE 4<sup>th</sup> Avenue SE and developing an alternative access into the Surrey Downs neighborhood from 112<sup>th</sup> Avenue SE though Bellefield Residential Park

***Downtown Station (select one for final resolution):***

- Retain the downtown tunnel station, as described in Exhibit C to the Umbrella MOU, optimized as described in the Cost Savings Work Plan and EIS Addendum
- Replace the below-grade Downtown station with a Downtown station with an above-grade station parallel to NE 6<sup>th</sup> (NE 6<sup>th</sup> Station Option)

**Section 2 [Note: only if Bellevue Way alignment includes HOV lane].**

The endorsement of modifications to the East Link project along Bellevue Way as described in Section 1 above is not a final Council decision on the Bellevue Way HOV Lane project evaluated in the Draft TFP EIS. No final action on the Bellevue Way HOV lane will be taken until completion of the environmental review process for the City’s Transportation Facilities Plan.

**Version B – directs the City Manager to develop amendments for subsequent Council action**

Section 3. The City Manager or his designee is hereby directed to develop an amendment to the Umbrella MOU with Sound Transit to modify Exhibit C of the Umbrella MOU consistent with Section 1 **[or Sections 1 and 2, if appropriate]** above and to acknowledge completion of the process outlined in Article 5 of the Umbrella MOU for evaluation of City Requested Modifications. Such amendment shall be presented to the Council for final action.

Section 4. The City Manager or his designee is hereby directed to develop an amendment to the Transit Way Agreement consistent with Section 1 **[or Sections 1 and 2, if appropriate]** above. Such amendment shall be presented to the Council for final action.

Section 5. For purposes of Section 20.25M.030.A.1.a and 20.25M.040.B.1.a of the Bellevue Land Use Code, this Resolution approves the alignment location and general profile of the East Link project as such alignment location and general profile is described in Exhibit C to the MOU and modified by Section 1 of this Resolution.

PASSED by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2013, and signed in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

(SEAL)

\_\_\_\_\_  
Conrad Lee  
Mayor

Attest:

\_\_\_\_\_  
Myrna L. Basich, City Clerk